Jim Crow Car Laws - 1929

Florida.

Miami, Fla., Herald
Sunday, October 24 1929

MOTOR COACH SERVICE FOR COLORED BEGINS

Special de luxe motor coach service for colored passengers has been inaugurated by the Florida Motor Lines between Miami, Jacksonville, Orlando and Ocala, according to V. E. Abbott, district superintendent. The parlor car motor coaches are provided with deep air-cushioned seats, large observation-type windows and other de luxe accessories. Northbound coaches will leave the Florida Motor Lines bus terminal, 20 N. W. Second street, opposite the Cinderella ballroom, at 7 p. m. daily. Special low fares are provided. Baggage will be carried free of charge with special low rates for trunks and express.

Jim Crow Car Laws - 1929

General.

Jim Crow Reversed

Contrary to general custom and popular impression, two Caucasians at least are aping the Negro. Suits against railroads, theatres and restaurants by Aframericans for jim crow tactics are common occurences. But last week a white woman of Memphis suddenly got the desire to sue but gave it a slightly different twist when she filed for $2,000 against the Memphis Street Railway company for not jim-crowing. She claims that a colored woman sat down beside her and that the conductor refused to make her move, even when male passengers protested.

Caucasian 3/15/29 Negro Grad

The second suit, on file for $10,000 damages against the same company, was filed by a white man who claims that he, seated across from her, "requested" the Negro woman to move and she did so, cursing him and slashing him across the cheek with a knife.

As far as we have been able to learn, the white woman did not mention to what extent she was contaminated, if at all. She did not mention whether her clothes were ruined by contact with a black person of her same sex, or how much lye and scouring powders were used up before she had regained her white purity.

But anyway, we know now what one southern woman values herself above a Negro of the same sex. It remains for the courts to decide if she has over-evaluated herself. It would be easy to prophecy the court's decision if the defendants were people of color—we can even imagine the court awarding her the damages and giving a sound reprimand for not asking more. But with the defendants a powerful white corporation, it is possible that she may return from court empty-handed. And we concede that it would be a sad blow for southern white woman to learn that she had not been damaged by sitting next to an Aframerican.

The man's case does not interest us so much. He probably paid the price of butting in, although we are always opposed to displays of violence. But to merit $10,000, he should have been knifed, kicked, and chased up an alley. And that would sound strange for Memphis.

There's money to be made out of such cases should the railway company lose and establish a precedent. A conductor, a Negro, and a Caucasian in cahoots have possibilities for a fortune. A court win, a three way split, and everybody should be happy. So, if the participants have good common sense, even segregation or lack of it could be capitalized on in the Nordic and prejudiced south.

Jim Crow Car Laws - 1929

Georgia.

Street Car Segregation Allowed To Suffocate By Georgia Legislature

Inter-racial leaders in Georgi gratified at the complete an ignominious failure of a feeble ef ort made by a member of the re ent legislature to add to th state's burden of segregation laws The bill, which was introduced by a representative from one of the rural counties, provided that the races must be separated in stree cars and busses by an actual parti tion instead of an intangible an shifting line, as at present, o else must be carried in separat conveyances.

Apparently nobody took the measure seriously and it died so quietly that very few knew wha became of it. Even the few mem bers of the committee on railroads who voted to report it favorably stated at the same time that i t ever came to a vote in the house they would oppose it.

As a matter of fact, however, i never reached the floor of the legislature for discussion or vote, nor was it even placed on the calendar for consideration. Evidently the legislature felt that enough, even of segregation, was "quite a plenty."

ONE-MAN TROLLEYS HIT IN MEASURE OFFERED BY WHITE

Council John A. White, of the ourth ward, Monday asked city council to send a request to the Georgia public service commission seeking to force the Georgia Power Company and he Atlanta Coach Company to honor interchange of transfers and to abolish one-man street cars.

The measure was referred to the electric and other railways committee headed by Alderman O. H. Williamson, of the ninth ward, for a report.

In presenting the paper Mr. White pointed out that the city had given the power company the exclusive transportation franchise right with the understanding that the system would be extended and that it had not been done as outlined. He declared the one-man street cars slow up traffic, are not as safe as two-man cars, and that they force a too close intermingling of the races.

Reference of the papers was on motion of Alderman W. Guy Dobbs, of the seventh ward.

NEGRO WINS SUIT AGAINST GA. POWER CO

GETS $1500 VERDICT

Atlanta, Ga.—Fifteen hundred dollars was awarded to Drs. C. A. and D. A. Spence, husband and wife, by the city court here at the conclusion of their $10,000 suit against the Georgia Power company.

The case ended October 12 and was heard by Judge Hugh M. Dorsey, ex-governor of the state. The plaintiffs were represented by the law firms of Walden and Ricks and Hewlett and Dennis, the latter being a white firm.

Dr. Spence and his wife were attacked by trainmen of a W. Hunter Asbey street car when they refused to leave the car when ordered to do so by the conductor. According to reports, the conductor got into a dispute with a passenger regarding a transfer. The car was suddenly stopped and the conductor yelled "Every damned 'nigger' get off!"

THE WHITE MAN MAKES HIS OWN BURDEN

Friday, September 20th, in company with Mr. J. O. Thomas, we attended a conference of the Public Service Commission of Georgia in the House of Representatives. Mr. Perry T. Knight, presiding, stated that the call for the conference had been issued to those who were interested in matters over which the Commission had jurisdiction, for the purpose of reading to them a set of tentative rules the Commission had prepared and would be acted upon after October 1, 1929. That the secretary would read the rules and those present might make such suggestions as they saw fit, as to their soundness and wisdom.

The meeting was declared open. The secretary read without interruption, until rule 31 was reached, except those who desired to make suggestions and submit observations.

When the secretary began to read rule 31 and had read the first two lines, a member of the Commission, or a man we took to be a member, approached the reader and whispered something in his ear, and when the secretary began to read again, he skipped 31, and read rule 32.

Rule 31, the rule he omitted at the suggestion of the man who had the nerve to whisper something in the reader's ear, publically reads as follows:

"Motor carriers may confine themselves to carrying either white or colored passengers, or they may provide different motor vehicles for carrying white and colored passengers; and they may carry white and colored passengers in the same vehicle but only under such conditions of separation of the races as the Commission may prescribe."

This rule provides that Buses as Public Carriers and subject to the Public Service Commission, might elect to haul all white or colored passengers, or carry both in the same cars, subject to the rules of the Commission.

Why the Commission sidetracked rule 31 out of 73 rules in its tentative code is a mystery to the Independent, except to interpret the dodge, due to the courage of the white man in meeting the truth when confronting the race issue.

There were only two Negroes present, B. J. Davis, representing the Atlanta Independent, and J. O. Thomas, representing the National Urban League, and the Commission, knowing as it did that rule 31 was a fake inserted to mislead the public and at the same time furnish the Bus operators a loophole thru which they might discriminate against the Negro, didn't have the courage to face the racket by letting Davis and Thomas submit their observations and suggestions. The Commission added to the white man's burden by dodging the issue. It shouldered the burden of evasion rather than meet the real truth. Verily, the white man makes and increases his burden by accepting error in lieu of the truth. In dealing with the Negro he had rather writhe in error than to let truth set him free.

To pass a rule to permit the Bus operator to elect to run a Bus line for Negroes or white folks only; or to run a line for white and black together, or run no line at all, puts the Negro at the mercy of the Bus operator.

Under the rule any Bus line in Georgia may elect to haul only white passengers, under the law they have that right. If they elect to exercise this discretion as they have the right to do, under the law, the Negro will be shut out, and will have no Bus transportation. Yet the Busses are public carriers.

But the act of the legislature and the rules prepared by the Commission, authorize the Bus people to violate the Constitution of our State, which provides that public carriers must furnish equal accommodation for race travel; separate but equal in accommodation and facility. Hence the legislature authorizes a certain class of men to violate the plain statutes they have sworn to uphold.

There were at least, in addition to the Commission, 175 white men present at the Conference and only two Negroes, yet the Commission sidestepped the only rule bearing on the Negro's interest. One hundred and eighty white men could not uphold a rule they had made to regulate Negro traffic on Bus lines in the presence of two of their race, thus they smuggled the issue.

Shades of Gordon, Wright, Grady and Lee. blush.

Jim Crow Car Laws - 1929

Kansas.

K. C. K. WOMAN IS LOSER IN BUS LINE SUIT

Jury Holds Company Did not Discriminate or Cause Injury to Plaintiff

Mrs. Elizabeth Mims, 2025 North Sixth street, Kansas City, Kas., lost her suit against the Inter-State Stage Lines company, operated by the Pickwick-Greyhound interests yesterday (Thursday) when a jury in second division district court found for the defendant. Mrs. Mims in her petition claimed that the driver of the company's bus attempted to discriminate against her and that a ventilator left open on purpose caused her to become ill.

Mrs. Mims and her husband, the petitioner states, boarded the Pickwick-Greyhound bus at Topeka, May 27, 1928. The driver is said to have ordered the couple to move from a front seat to one in the rear. The Mims refused. The operator is alleged to have opened the door and let it remain so until after Mims had left the coach. The plaintiff says she contracted a severe cold which confined her to her home for two weeks. Undue humiliation was also included in Mrs. Mims' petition, it stating that rude language was used by the driver.

Jim Crow Car Laws—1929

Maryland.

JIM CROW SIGNS HERE ORDERED TAKEN DOWN

Jimcrow signs in comfort stations in municipal building were ordered removed this week at the request of Walter S. Emerson, City Councilman.

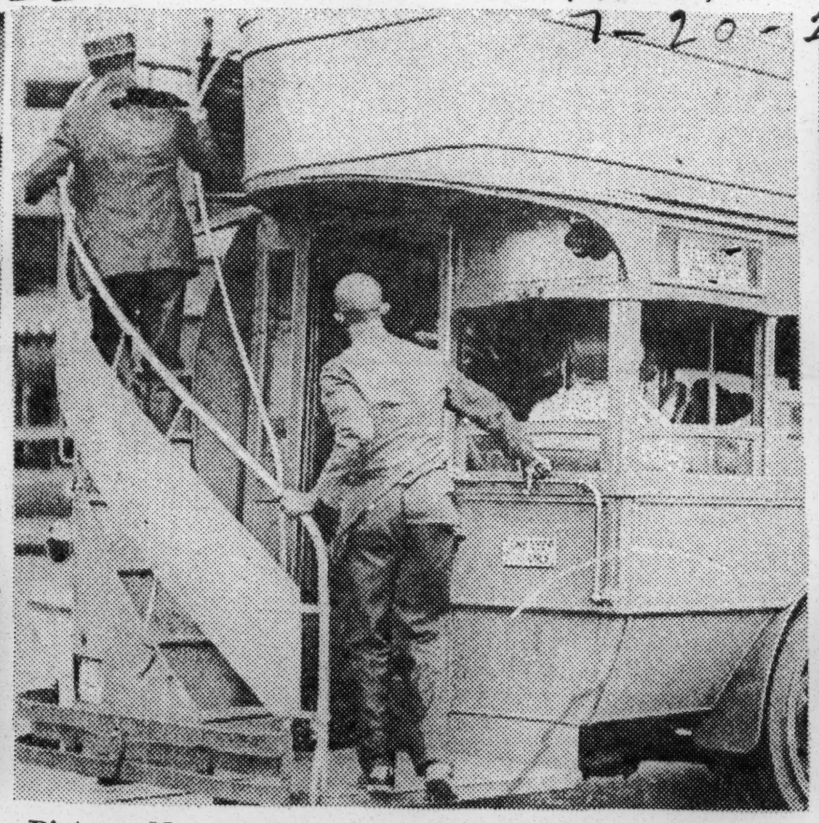
The signs reading "for colored" and "for white" have long been a sore spot in the city. Mr. Emerson, always alert to the welfare of the city and the people he represents, has been instrumental in causing several inovations for the benefit of the race.

Herald American 7-20-29 Baltimore Md

Afro Reporters Ride Two Lines of City Busses this Week Despite Bluffs

Afro American Baltimore, Md. 7-20-29

Picture No. 1—AFRO reporter entering Fayette street bus at Howard and Franklin streets. Met no questioning from the conductor when he dropped his fare in the box. The United Railways and Electric company operates busses as well as street cars.



Picture No. 2—Picture shows reporter entering Charles street bus at Pennsylvania station on Charles street. The conductor of this same bus last week had refused to allow the reporter to ride. In this instance, he said nothing.

Picture No. 3—The reporter boarded this bus at Howard and Saratoga streets, after the conductor had bluffed him out of boarding it at Mulberry street, on the pretext that the bus did not go out Fayette street.

Jim Crow Car Laws - 1929

Michigan.

BUS COMPANY DRAWS 'LINE'

MUSKEGON, Mich., Jan. 24.—(By C. N. S.)—On Sunday, December 23, three young Negro women came to the Greyhound Bus Station at Western avenue and Terrace street and boarded the Muskegon to Ludington bus. The driver curtly informed them that he would not carry them, so they were forced to find some other way of reaching their destination. This driver must have been instructed by the company to discriminate against Negroes. Perhaps the Greyhound Company is afraid it will lose the patronage of the white wealthy class if it allows Negroes to ride on its buses.

In this town Negroes are subject to residential restrictions. It is a capitalist trick to divide the workers by creating a "color line.' The Continental Motor Company in this city also fosters race hatred and has kicked all Negroes from its Muskegon plant.

FORCED TO SIT IN REAR OF COACH

Greyhound Lines Sued by Woman Passenger in Detroit, Mich.

CAN SUE IN MISSOURI

Reports have come to The Call frequently that bus lines operating in Missouri attempt to (and frequently succeed) in forcing Negro passengers into rear seats. Missouri has no state law separating Negro and white passengers on public carriers. There are no jim crow coaches on railroads in Missouri. The bus lines are licensed under the state public service commission just like the railroads and the same rules apply to them as to the railroads. NO BUS LINE IN MISSOURI HAS THE LEGAL RIGHT TO SEGREGATE JIM CROW PASSENGERS. They can be sued for damages if the Negro passenger cares to go to that trouble and expense.

DETROIT, Mich.—Pauline Stevens of 1440 Hastings street was adjudged damages to the extent of $100 by Judge Jesse Drake of the Common Pleas court Tuesday following the hearing of the suit brought against the Greyhound Bus Lines by Miss Stevens.

The plaintiff alleged in her suit or complaint that on October 21, she boarded a Greyhound bus bound for Lima, Ohio and was forced to move from a seat near the front to a seat behind the lavatory in the rear. She suffered cold and had her clothes ruined by rain which beat through the window near her seat.

The particular bus company has been accused a number of times of segregation of race passengers.

Jim Crow Car Laws - 1929

Missouri.

Rear Seats on the Buses

Discrimination in seating is being reported by passengers on the cross country buses. There is no law separating white and Negro passengers on railroads in Missouri. Equal accommodations are the rule, with no friction between the races. The buses are common carriers just like the railroads, they attempt to seat Negroes in the rear, according to these reports and even refuse to carry Negro passengers at all who object to the arrangement.

The matter of equal accommodation on the buses is up to the proper courts for a decision. The bus companies reserve to themselves the right to seat passengers but cannot extend the reservation to the extent of doing what is unlawful. It is probable that the National Association for the Advancement of Colored People, through its national offices, will take a hand if the Negroes of Missouri will ask its aid. Persons who have suffered this unlawful treatment will have to furnish the facts and the witnesses. They may send them to The Call, which in turn will place them in the hands of the legal defense committee of the N. A. A. C. P.

PICKWICK—GREYHOUND LINES PASSENGER REFUSED FOOD AT BUS STATIONS

Californian, on Trip to Kansas City, Barred in Wyoming, Utah And Kansas

If you want to make Edward Lewis of Victoryville, Calif., turn loose some uncomplimentary language, just mention the Pickwick-Greyhound bus lines to him and he will give you an earful of what a colored passenger on these lines has to endure in order to make a trip.

Mr. Lewis arrived in Kansas City Monday night after a cross country trip from Las Vegas, Nev., on a Pickwick bus.

"We Don't Serve Niggers"

In the bus stations along the line, where the passengers regularly get out for food and rest Mr. Lewis was greeted with the information, "we don't serve niggers in here" in the states of Wyoming, Utah and all through so-called Free Kansas.

Mr. Lewis said he started to drive to Kansas City, but his car got out of order near Las Vegas and he decided to leave it in a garage and continue his trip by bus. In Salt Lake City, Utah, a stop of several hours was made so he had no difficulty in getting food in congenial surroundings.

Leaving Salt Lake, the bus traveled over to Ogden, Utah, about an hour's drive and here, wishing only a cup of coffee, Mr. Lewis met his first refusal. He was not particularly hungry, however, and waited until the bus got to Rawlins, Wyo.

"It was cold in Rawlins," he said, "and I was hungry. I stepped out with the other passengers. When I got inside I was told no niggers were served there and I could not even stay inside and keep warm. I had to go outside and sit in the bus.

Barred in Kansas

In Cheyenne, Wyo., Mr. Lewis said he received fine treatment, getting food and accomodations along with other passengers. The next day there was a long stop in Denver and he got food in the colored business district.

"When I left Denver, the agent there told me I would not have any trouble from there into Kansas City," Mr. Lewis said, "but I got the worst treatment of the whole trip in the state of Kansas. At Colby, Kas., I went in and sat down at the counter. The waitress came to me and said 'we don't serve Negroes in here.' I was told I would have to get outside. It was colder than it was in Rawlins and I was shivering so I went over to the garage where they were servicing the bus and asked the man if I could not get warm there."

The bus driver on the stretch from Colby, Kas., to Ellsworth, Kas., was the only one on the whole trip, Lewis said, who tried to help. The man's name was Dunn and he remonstrated with the restaurant keeper, saying Lewis had paid full fare and was entitled to full service. At Ellsworth Kas., Lewis was also refused at the regular bus station stop.

"Just think," the Californian said Tuesday, "I had nearly $200 in my pockets and could not buy a meal."

He put in a complaint to T. J. Irwin, chief traffic clerk, in the Railway Exchange building and has employed an attorney to see what action can be taken against the company. Mr. Lewis is living at 1914 Vine street.

Jim Crow Car Laws – 1929

North Carolina.

wardness, the life principle, the powers and the limitations of statute law.

At the end of the year you may not know what the "trouble" is, nor be able to offer the world a cure for it; but you will know several times as much about it as the average citizen does.

MOTOR STAGES AS COMMON CARRIERS.

The highway stage lines are common carriers, filling practically all the essentials of the definition; and if the Supreme court decides that they are so in legalistic terminology they will have to be so in full fact, supplying transportation to all who ask for it. A corporation commission attorney advises the general assembly that the commission has made plans to enforce racial separation in the vehicles, in anticipation of such a decision. (He does not say they expect it will be decided that way, but that they are ready, if it should be).

So the real business before the general assembly is that of empowering the corporation commission to put into effect its plan, if and when occasion arises. The way the matter rests now it is optional with the stage operators whether they transport black people or refuse to do so—and for that matter, white people, or yellow, red or brown.

The intent of the legislators is indicated in a provision they have inserted to the effect that there shall be no compulsion on the operators. Compulsion in plenty would be supplied by a court decision that the lines are common carriers. Meanwhile the legislation which according to report has been agreed on amicably, will preserve the *status quo*. In the eastern end of the state a law already in operation, requires that the lines carry negro passengers. This is the law that for a corporation to continue in operation the income must be equal to the cost; the balance sheet down there calls for negro business, and so negro business is taken.

The same law of mathematics operates in favor of the westerly lines changing their basis of business, and probably would eventually cause them to do so.

TRIBUNE
CONCORD, N. C.

MAY 1 1929

BUSSES TO CARRY NEGROES.

The Supreme Court of North Carolina, as has been expected all along, must decide the question of providing bus facilities for North Carolina negroes. Under a decision handed down by Judge Barnhill, sitting in chambers, bus operators were directed to provide "adequate but separate" accommodations for negro passengers in the State, and the State Corporation Commission, which holds that busses are not common carriers, has appealed to the Supreme Court.

There may be involved in this matter some legal point not clearly understood by the public, but we must confess to inability to understand why we classify our railroads as common carriers and give a different application to our busses.

Each is engaged in the business of hauling passengers. Each is engaged in serving the public. Each is under the jurisdiction of similar State and Federal agencies, created for the purpose of supervising modes of transportation. The busses are direct competitors of the railroads and for years we have classified the latter as common carriers.

Whether or not there will be any profit in busses operated solely for negroes remains to be seen, but that does not, it seems to us, change the status of things insofar as the law is concerned. It may be that the railroads in the South have never been able to show a profit from their negro coaches, yet the law provides that accommodations must be made for the negroes.

Negroes are entitled to some consideration in the matter, Judge Barnhill has ruled and his decision seems to us fair and equitable. If busses are not common carriers in the generally accepted meaning of that term, then we might as well change the classification of railroads also. The two are operated for the same purpose, and if a State agency has the right to determine the mileage, the schedule, the capacity and the necessity for busses, why hasn't it by the same authority, the right to other powers that would give the bus lines the status of a common carrier?

C., Times
[illegible] ary 31, 1929

[illegible] them today, as a souvenir. Both Mr. and Mrs. Hoover were regular attendants at divine service while on board ship; they were gracious guests—they expressed great attachment for our ship, and when they left us at Valparaiso, they had made Hoover republicans of us all."

RACE SEGREGATION ON BUSES PROPOSED

Raleigh, Jan. 30.—The prerent statute requiring common carriers to furnish separate accommodations for negro and white passengers would be extended to include buses and taxicabs under a bill that has been introduced in the house by Representative Hutchins, republican, of Johnston.

The proposed law would also require bus companies operating in the state to furnish separate accommodations for the two races at the stations.

Under Mr. Hutchins' bill, the act would be made to read as follows:

'Separate accommodations for different races. All railroads, steamboat, bus lines, taxicab companies and other companies engaged as common carriers in the transportation of white and colored passengers for hire, other than street railways, shall provide separate but equal accommodations for the white and colored races at passenger stations or waiting rooms, and also on all trains, steambiats, buses, taxicabs, or other conveyances carrying passengers, either by separate passenger cars or by compartments in passenger cars which shall be provided by the railroads, buses, taxicabs, or other companies under the supervision and direction of the corporation commission: Provided, that this shall not apply to relief trains in case sof accident, to Pullman or sleeping cars, or through express trains that do not stop at all stations and are not used ordinarily fir traveling from station to station, to negro servants in attendance on their employes nor to officers or guards transporting prisoners nor to prisoners so transported."

Bill Before House To Give Negroes Bus Accommodations

Brinson Measure For Carrying Pistol Is Killed By Vote. Cox Of Randolph, Would Allow Trust Officers To Trade With Themselves.

Daily News Bureau and Telegraph Office
Elks Temple, Office No. 3, Salisbury St.

Raleigh, Jan. 28.—Separate accomodations on the bus lines for the races, slaughter of Representative Brinson's pistol toting bill, and postponed passage of the bill introduced by Mr. Cox, of Randolph, seeking to save trust officers from indictment where trading with their companies or themselves had no criminal intent, made the house session tonight one of the most entertaining.

There was debate in the air after Governor Gardner left the hall following the delivery of his special message. The governor strode down the corridor as Sergeant-at-Arms Dr. C. M. Higgins did the introducing in grandiloquent style. It was the doctor's first grand chance. He seized upon it and outdid himself a hundred times. The house cheered him even as it acclaimed the governor.

The Gardner appearance set off the galleries which were filled, and as he returned to the rotunda the natives broke loose again. The governor's delivery of his message was superb. It rang like an Israelitish thus saith the Lord.

Bill For Negroes.

Prior to the governor's entry, the Rev. H. F. Hutchins, one of Johnston county's Republican representatives, introduced the separate accommodation bill. The measure seeks to win for the negroes their rights now accorded on trains. For several years the North Carolina negroes have asked that privilege of the corporation commission which holds that the legislature has not yet conferred the power. The Rev. Mr. Hutchins undertakes to do it by statute.

His bill provides that all steam boat, bus, taxicab companies and other companies engaged as common carriers in the transportation of white and colored passengers for hire, other than street railways, shall provide separate but equal accommodations for the white and colored races at passenger stations or waiting rooms, and also on all trains, steam boats, busses, and taxicabs, or other conveyances carrying passengers. Such accommodations may be furnished by railroad bus lines, taxicab companies or other companies carrying passengers, either by separate passengers cars or by compartments in passenger cars which shall be provided by the railroads, busses, taxicabs, or other companies under the supervision and direction of the corporation commission: Provided that this shall not apply to relief trains in cases of accident to pullman or sleeping cars, or through express trains that do not stop at all stations and are not ordinarily used for traveling from station to station, to negro servants in attendance on their employers nor to officers or guards transporting prisoners nor to prisoners transported.

The penalty for violating is $100 a day to be brought by any passenger on any train, bus, etc., who has been denied his rights.

Trust Officer Bill.

The house would have passed the measure of Mr. Cox, of Randolph, who explained that under the present act men who trade as officers of trust with themselves or with their institution, even though no profit whatsoever is made by the dealing, are guilty of a misdemeanor. He gave illustrations of bankers who are so caught when there is absolutely no offense. The house carried the bill over for tomorrow.

The Brinson bill suffered death when it seemed that it would have gone through without difficulty.

He explained that under the present law a person is seen with a pistol off his own lands. The weapon may be wide open to the public, but there is a prima facie case of carrying concealed weapon and the criminal intent is presumed. He would make the state show evil intent.

But Mr. Wilson, of Pasquotank, said many a man is alive today because of North Carolina's pistol laws. He saw in this bill a chance to make pistol-toting easier. He was against it. "Been the law 50 years in North Carolina," Judge Frank Winston said.

The speaker put the question, Lusty eyes issued, but voluminous nayes folowed. The count was 24 for Mr. Brinson and 59 against him.

The house adjourned to meet at 11 Tuesday morning.

N. CAROLINA BUSSES MUST HAUL ALL

Accommodations Separate But Equal, Rocky Mount Court Rules.

ALL LINES AFFECTED

Many Motor Bus Lines Had Refused Negroes.

ROCKY MOUNT — Bus lines operating in North Carolina must "provide equal, but separate accommodations for white and Negro passengers" under a decision rendered here Saturday by Judge M. V. Barnhill, of the superior court.

The Court was of the opinion that the rights of the members of each race to travel on buses operated under such franchise the transportation of passengers for hire is available after a reasonable time, within which the Corporation Commission may work out the details and put into force reasonable regulations and rules requiring and insuring separate accommodations for the races.

Interrace Commission

The case came to Judge Barnhill after the Interracial Commission had filed a petition with the Corporation Commission against bus companies operating in North Carolina, seeking to compel them to transport Negro passengers. The Corporation Commission, on its own motion, dismissed the petition as on demurrer.

The petitioners then filed an exception to the Commission's ruling, with the result that the exceptions were overruled, the petitioners appealing to Superior Court and the cause being certified to the local jurist for decision.

Members of the Interracial commission involved in the action are E. P. Wharton, A. M. Rivers, David D Jones, C. A. Edwards, S. G. Atkins, Roy M. Brown, N. C. Newbold, Berry O'Kelly, Mrs. T. W. Bickett and Miss Clara I. Cox.

Bus Lines In N. C. Must Carry Negroes, Is Court Ruling

Rocky Mount, N. C.—Bus lines operating in North Carolina are held to be common carriers and must provide equal but separate accommodations for white and Negro passengers" under a decision rendered here April 27 by Judge M. V. Barnhill of Superior Court, in the case of the North Carolina corporation commission versus the transportation committee of the North Carolina commission of Interracial Cooperation.

The corporation commission has appealed the decision to the state Supreme Court.

The case came to Judge Barnhill after the Interracial Commission had filed a petition with the corporation commission against bus companies operating in this state, seeking to compel them to transport Negro passengers. The corporation commission, on its own motion, dismissed the petition as on demurrer. The petitioners then filed an exception to the Commission's ruling, with the result that the exception was overruled, the petitioners appealing to Superior Court and the cause being certified to the local jurist for decision.

Members of the Interracial Commission involved in the action are E. P. Wharton, A. M. Rivera, David D. Jones, C. A Edwards, S. G. Atkins, Roy M. Brown, N. C. Newbold, Berry O'Kelly, Mrs. T. M. Bickett and Miss Clara I. Cox.

Charlotte, N. C. Observer
Thursday, January 31, 1929

Jim Crow Law For Busses and Taxicabs

Raleigh, Jan. 31.—(AP)—The present statute requiring common carriers to furnish separate accommodations for Negro and white passengers would be extended to include busses and taxicabs under a bill that has been introduced in the House by Representative Hutchins, Republican, of Johnston.

The proposed law would also require bus companies operating in the State to furnish separate accommodations for the two races at the stations.

Under Mr. Hutchins' bill, the act would be made to read as follows:

"Separate accommodations for different races. All railroad, steamboat, bus lines, taxicab companies and other companies engaged as common carriers in the transportation of white and colored passengers for hire, other than street railways, shall provide separate but equal accommodations for the white and colored races at passenger stations or waiting rooms, and also on all trains, steamboats, busses, taxicabs, or other conveyances carrying passengers, either by separate passenger cars or by compartments in passenger cars which shall be provided by the railroads, busses, taxicabs, or other companies under the supervision and direction of the Corporation Commission: Provided, that this shall not apply to relief trains in cases of accident, to Pullman or sleeping or sleeping cars, or through express trains that do not stop at all stations and are not used ordinarily for traveling from station to station, to negro servants in attendance on their employees nor to officers or guards transporting prisoners nor to prisoners so transported."

Charlotte, N. C. Observer
Wednesday, September 26, 1928

Supreme Court To Hear Plea For Negro Seats On Busses

Arguments on Appeal From Judge Barnhill's Ruling to Come Up Next Tuesday at Raleigh.

From The Observer Raleigh Bureau

RALEIGH, Sept. 24.—Whether negroes are to be provided equal but separate accommodations in bus passenger waiting rooms and on passenger busses operated on franchise over the highways of North Carolina will be determined by the North Carolina supreme court after the arguments to be heard in the case, which comes up from Wake county in the seventh judicial district appeals to be heard by the supreme court on Tuesday of next week.

The case, after several rounds before the North Carolina corporation commission and in the superior court, reaches the supreme court on appeal from the order of Superior Court Judge M. V. Barnhill, in chambers at Rocky Mount on March 27, requiring the corporation commission to promulgate reasonable rules and regulations, within a reasonable time, requiring bus operators to provide equal but separate accommodations for white and negro passengers.

HOLDS LAW NOT APPLICABLE.

Despite the fact that the General Assembly, in its 1929 session, had amended the bus operation law to provide that bus operators who held themselves out as haulers of white and colored passengers must provide equal but separate accommodations for the two races, restricting it by a provision that "nothing contained in this act or the law amended hereby shall be construed to declare operators of buses or taxicabs common carriers," Judge Barnhill, in his order, signed after the act was passed, but before it became effective, held that bus operators receiving franchises to transport passengers and "who enjoy the privileges and immunities of such franchises are common carriers," were not affected by the law.

The case was started in January, 1928, when the transportation committee of the North Carolina commission on inter-racial co-operation petitioned the corporation commission, in an action against the "bus operators of the state of North Carolina," and naming 108 of them, asking the commission to make rules, in accordance with its authority over bus operators and bus stations, providing for equal and separate accommodations for negro passengers.

The corporation commission, on the ground that the legislature had not declared bus operators common carriers and that the commission was without power or authority to so declare them, dismissed the petition. Exceptions were filed by the inter-racial commission's committee, in which it was set forth that the corporation commission has the authority sought, giving Chapter 136, Public Laws of 1927, and quoting from it. The corporation commission overruled the exceptions, and the inter-racial committee appealed to the superior court. The case was heard by Judge Barnhill, and he held with the committee, the corporation commission appealing from his order.

RECALLS CLARK'S EPIGRAM.

Relative to the General Assembly's action in adopting an amendment which declares that bus operators cannot be construed, either by the original act or the amendment, as common carriers, and Judge Barnhill's contradictory holding and order, the statement long ago of the late Chief Justice Walter Clark is brought to mind. He is quoted as saying that if the legislature drew the picture of a horse, it was immaterial whether that body put under it a line "This is a horse" or "This is not a horse." it was still a horse.

Jim Crow Car Laws - 1929

Ohio.

SUE GREYHOUND BUS LINE

CLEVELAND, Ohio.—Robert Carter and Frank McRae have filed suit against the Greyhound bus line for $500 damages.

They allege that when en route from this city to the Elks' convention in Atlantic City, employees of the bus line told them they would have to take rear seats if they wanted to ride because these were the only seats provided for colored people.

Jim Crow Car Laws - 1929

Pennsylvania.

PENNSY ACCUSED OF JIM CROW METHODS

Claim Excursionists to Southern Towns Ordered to Rear Coaches Of Pennsylvania Railroad.

NEW YORK, Sept. 19.—(A. N. P.)—During the past five or six years, hundreds of Negroes have availed themselves of the opportunity to visit their southern homes when the Pennsylvania Railroad sponsored excursions at a very low rate. On these jaunts there was never any question of color as the trains pulled out of the station in the heart of New York City. Colored men and women, patrons of the road, sat where they pleased, but, this order has been changed according to the actions of one of the officials of the station Saturday night when a two-section excursion ran to Richmond, Va.

As the throngs crowded down the stairs from the main concourse to the train platforms, the assistant stationmaster stood at the foot of the stairs and directed colored excursionists to the rear of the train, stating that there were plenty of seats in that section; two cars in front of the train were reserved for white patrons, the few who rode the excursion, thus being separated from the colored ticket holders before they entered the train. The thing was done in such a quiet manner, none suspected the "jim crowism" taitics practiced.

A recent change in the stationmasters has brought about changes in the conditions in the conduct of the station where many Negroes are employed and thousands pass through on their way to the South or coming from that land. Under "Big Bill" Eagen, the station was a different institution from what it is now, but Mr. Eagan was retired about a year ago from active duties in the station, and a Mr. Heiser promoted to the position, one of the biggest of the minor executive positions on the road.

South Carolina.

Jim Crow Car Laws - 1929

Since buses are granted the right to use the public highways on the grounds of public convenience and necessity, they should be compelled to transport any and all passengers desiring to ride them. They have no right to use the roads furnished by the taxes of all—Negroes as well as whites—and then refuse to carry colored passengers. In cities, colored people ride the buses, but if any of them desire to go from one town to another, they are refused passage. Just where is there any sense in such?

Palmetto Leader
3/9/29
Columbia S.C.

Tennessee

Jim Crow Car Laws - 1929

FROM A COLORED STREET CAR PATRON.

To The Commercial Appeal:

I noticed last week a gentleman spoke of riding the street cars [illegible] with negroes and so did a lady in this morning's paper.

Well I must say some lines have more white passengers than others and some have more colored. The Pettibone, Fairgrounds and Lamar cars have principally all of the cars white. I noticed they never spoke of that. But what I want to say is this, we have no desire whatever to ride with the white people no more than they do with us. We would welcome gladly a car completely separated from them. We have to go to and from work the same as they do, and they think that it is a disgrace to get on before them on the car, not realizing that if we got on first we would keep on back to the rear and in that way they would not be "jammed" against or near us.

I suspect strongly that this letter will not be published, but yet someone will have read our desire and reply anyway.

CLAUDIA PATTERSON.

Commercial Appeal
Memphis Tenn.
2/11/29

Jim Crow Car Laws-1929

Texas

EXPRESS
SAN ANTONIO, TEX.

JAN 13 1929

NEGROES TO PETITION FOR BUS SERVICE

AUSTIN, Tex., Jan. 12.—Petitions to the Railroad Commission are being circulated among the negro population of the State asking that transportation companies operating bus lines over Texas be required to transport negroes on all buses being operated. If this petition is denied, then hearing is asked in the petition. This movement comes as the aftermath to filing of application for a permit by Floyd Jackson of Tulsa, Okla., several weeks ago, which would allow him to operate exclusively negro bus line from Beaumont to San Antonio via Houston and Austin. It is understood that the Southland Red Ball Bus Lines are opposing granting of this permit to Jackson. Bus lines over the State do not carry negro patrons.

GRADE-CROSSING DEATHS

EXPRESS
SAN ANTONIO, TEX.

JAN 13 1929

P. Dorough.

NEGROES SEEK RIGHT TO RIDE ON BUS.

(By Associated Press)

AUSTIN, Tex., Jan. 12.—Evidences of a move to interpret the Jim Crow laws of the State as they apply to motor buses was seen today when the Railroad Commission received a petition from a number of negroes asking that the commission require all holders of certificates to transport negroes on their lines. Similar petitions are said to be in circulation in other parts of the State.

Receipt of the petition followed closely on the filing of an application for a certificate authorizing an all-negro bus lines. The line would run from Beaumont to Houston and through Austin to San Antonio.

CONDEMNED NEGRO APPEALS SENTENCE.

(Express Austin Bureau)

Jim Crow Car Laws-1929

Virginia

DAVIS BUS LINE TO EXTEND ROUTE INTO NORFOLK

The popular Davis Bus Line, B. L. Davis, manager, which has been in operation between Suffolk and Portsmouth since 1922, making four round trips daily up until the past year, when five daily trips have been made, will extend its line into Norfolk, beginning regular trips on September 20.

The Norfolk station of the line will be located at 1012 East Main St. near the Union Station, and buses will stop at all regular bus stops on their route in the city.

The route will be from the ferry to Commercial Place, to Main St., to the Union Station, to Commercial Place and the ferry.

The Davis Bus Line of Suffolk makes connection with the Lucas Bus Line to Franklin and Elizabeth City, and operates comfortable buses with experienced and courteous drivers.

The line has proved to be one of progressive and most serviceable enterprise operated by the race in the state. The service given for the seven years of operation has proved not only satisfactory but popular, and the patronage enjoyed has been regular. The management has been mindful to maintain its equipment in the most serviceable condition at all times, so much that the Davis Bus Line has become the most attractive mode of public travel between Portsmouth and Suffolk.

Extension of the line into Norfolk will prove an added convenience for patrons of this city who have been accustomed to boarding the buses in Portsmouth, and is certain to increase the patronage from Norfolk.